



## **Report to the Governor and Legislature**

### **Proposition 1B Transit Safety and Security Investments**

SUBMITTED BY  
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TO ARNOLD SCHWARZENEGGER, GOVERNOR  
STATE OF CALIFORNIA

TO THE LEGISLATURE  
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## LETTER FROM THE DIRECTOR

Enhancing the safety and security of our transit systems is a major component of California's homeland security and emergency preparedness strategy. I am pleased to report on the unprecedented level of investments being made by the Governor's Offices of Homeland Security and Emergency Services through the California Transit Security Grant Program (CTSGP).

The CTSGP is a result of the approval of Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, which directed \$1 billion to be deposited in the Transit System Safety, Security and Disaster Response Account. Funds in this account are being made available to owners and operators of transit systems for capital projects that reduce vulnerabilities, provide protection against security threats, improve passenger safety, and increase the capacity of systems to transport goods and services during catastrophes.

Transit security is an extremely important part of California's and the nation's economy. The State has over 100 intermodal transportation agencies that link together to create a mass transportation system. Terrorist attacks on transit systems in London, Madrid, and India, and plots against New York in 2005 and 2006 clearly illustrate the need for us to be better prepared to prevent, protect, respond to, and quickly recover from any catastrophic event, whether intentional or natural, occurring within the transit community.

By strategically investing these funds, we are building upon existing efforts to mitigate many of the State's infrastructure vulnerabilities. Establishing better perimeters of security, increasing situational awareness, enhancing our detection systems, and improving upon our response and recovery capabilities will significantly strengthen California's overall preparedness and resilience.

The Administration has worked closely with all of its state transportation partners to develop comprehensive guidelines for the strategic investment of these funds. We have undertaken several actions to enhance federal and local initiatives to secure our transit systems, and successfully gained a greater share of federal transportation security funds. These efforts and accomplishments are detailed in this report.

Sincerely,

Matthew Bettenhausen  
Director, Governor's Office of Homeland Security

**REPORT TO THE LEGISLATURE  
PROPOSITION 1B  
TRANSIT SECURITY GRANT PROGRAM EXPENDITURES**

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## OFFICE OF HOMELAND SECURITY

### PROPOSITION 1B

#### CALIFORNIA TRANSIT SECURITY GRANT PROGRAM EXPENDITURES

##### OVERVIEW

Proposition 1B provides \$1 billion to California's Transit System Safety, Security, and Disaster Response Account for capital projects that provide increased protection against security and safety threats. Funds may also be used for capital expenditures to increase the capacity of transit operators, including waterborne transit operators, to develop disaster response transportation systems that can move people, goods, and emergency personnel and equipment in the aftermath of a disaster that impairs the mobility of goods, people, and equipment.

The Budget Act of 2007 (SB 78, Ducheny, Chapter 172, Statutes of 2007), allocated \$100 million of these funds for investments in projects, equipment and planning to enhance the security of California's transit systems.

These funds will provide us with a unique opportunity to reduce the risks to our transit systems. As with all investments of homeland security funds, the Administration is committed to risk-based allocations and entrusting, empowering, and enlisting our local partners in true partnerships. Our investment philosophy is centered on managing risk and its components: threat, vulnerability and consequence.

In California, the threats we face are readily apparent: major earthquakes, fires, and floods have the potential to severely disrupt our transit systems and port communities. The potential of terrorist attacks also looms large on the horizon. The subway bombings in London, the train bombing incidents in Spain and India, the attack of the USS Cole off the coast of Yemen, and the recent disruption of the developing plot targeting underwater tunnels connecting New York and New Jersey, clearly illustrate the capabilities and long reach of our adversaries.

In terms of vulnerabilities - our transit systems are in large measure, by necessity, open systems. This openness is the main vulnerability we need to address with these funds. The bond funds will allow us to establish better perimeters of security, increase situational awareness, enhance our detection systems and improve our capabilities to quickly recover from all types of disasters. The bonds will also allow us to fill gaps identified during previous and ongoing system-wide assessments, which will continue to identify weak links that may be compromised by natural or intentional acts.

The final component of risk is easy to determine - consequences are most dire in heavily populated areas. Given these observations, we believe a premium should be placed on investing funds in projects that significantly reduce the risk of natural or intentional disasters.

Investments will be guided by four additional principles: (1) bond funds should be leveraged with other assets at the local level; (2) long-term capital projects should be given a priority; (3) strong accounting mechanisms, to ensure funds are invested timely, efficiently, appropriately, and for their intended purpose, should govern the process; and, (4) a transparent process which allows Californians to see how bonds are being invested to protect their communities must be employed. These principles have guided our management of federal homeland security grant programs to enhance the safety and security of transit systems.

The Office of Homeland Security (OHS), in addition to other programs, administers the Regional Transit Security Grant. Management of this program resulted in a firm belief in the benefits of regional collaboration and coordination. For this reason, OHS established four Regional Transportation Security Working Groups (RTSWG) that work to foster regional collaboration. The groups are located in the following areas: Los Angeles and Orange County; the Bay Area; San Diego; and Sacramento.

The systems that participate in these working groups have already crafted Security Emergency Preparedness Plans (SEPP) for their individual systems. Each of these regions has also been part of a planning process that puts a Regional Transit Security Strategy (RTSS) in place. Bond funds would significantly augment the goals in these regional strategies.

Bond funds will also address the Transportation Security Administration's baseline security standards derived from six fundamental principles, which are: (1) protect high-risk consequence underground/underwater assets and systems; (2) protect other high-risk consequence assets and systems identified in vulnerability assessments; (3) use visible, unpredictable deterrence; (4) plan and conduct awareness and response training for key personnel; (5) plan and conduct emergency drills and exercises; and, (6) plan and conduct public awareness and preparedness campaigns.

We will continue to regularly meet with transportation security officials to compare these baseline security standards against actual security status and develop plans to close gaps between these baseline and actual standards.

## **AUTHORIZING LEGISLATION**

In the November 2006 general election, California voters approved Proposition 1B (the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006), authorizing \$19.925 billion of State general obligation bonds for specified purposes, including grants for transit security projects. The measure established the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006, directing \$3.1 billion to be deposited in the California Ports Infrastructure, Security, and Air Quality Improvement Account, and providing that one billion dollars (\$1,000,000,000) be deposited in the Transit System Safety, Security and Disaster Response Account. This Act further directs that one hundred million dollars (\$100,000,000) be made available, upon appropriation by the Legislature, for grants to eligible entities for eligible transit system safety, security and disaster response projects.

On August 24, 2007, a budget trailer bill was enacted (SB 88, Chapter 181, Statutes 2007) specifying criteria and conditions to guide the implementation of the provisions of Proposition 1B and appropriating \$100 million dollars, as specified in the proposition language.

## **BACKGROUND**

OHS is the State's lead agency for preventing and preparing for terrorist attacks. OHS is committed to an all-hazards approach to protect our citizens, key resources, critical infrastructure, and economy. This mission is carried out through the execution of the *California Homeland Security Strategy*, which guides effective homeland security programs, collaborative efforts and coordination, as well as supporting the State's response and recovery efforts in the event of a natural or man-made disaster.

The safety and security of the State's transportation assets is of paramount concern, as they are a vital component of California's critical infrastructure. California is currently home to over 100 intermodal transportation agencies that link together to create a mass transportation system that includes rail, bus and ferry transportation systems. An attack or disruption to this integrated system could significantly impact the State and national economies.

Therefore, it is incumbent on State and local governments, private industry, and the various transit authorities to collaboratively invest resources that collectively work to prevent acts of terror, protect California from dangerous persons, protect our nation from dangerous goods, ensure the protection of our critical infrastructure, and build a more effective emergency response system and culture of preparedness.

## **PARTNERSHIPS & COORDINATION**

The creation of robust regional coordination can only be fostered through enhanced partnerships between State, local, and private agencies. Partnerships resulting from the cooperation and collaboration between OHS, the Operational Areas, Urban Area Security Initiatives (UASI) partners, and RTSWG's ensure that investments made with Proposition 1B funding provide greater protection to the State's, as well as the nation's, transportation infrastructure. The culmination of these efforts is a cohesive national transportation security environment. It is through these partnerships, and a singular investment strategy that institutionalizes regional strategy integration, that we are able to bring all these entities under one collective umbrella for the good of the citizens of California.

OHS has played a pivotal role by providing guidance directly to the transit agencies on the National Incident Management System requirements, as specified in the Homeland Security Presidential Directive 5 - Management of Domestic Incidents. Additionally, OHS has provided relevant information, through OHS' Information Analysis and Infrastructure Protection divisions, on the potential vulnerabilities of transit systems, and the importance of making investments that mitigate risk.

The 2005 National Infrastructure Protection Plan (NIPP) aligns all federal government critical infrastructure security programs and initiatives into a comprehensive and cohesive national effort involving appropriate federal, State, local, and private sector entities. The California Homeland Security Strategy is aligned with the National Strategy in its focus to prevent terrorist attacks on critical infrastructure and key resources, protect the State's population, and mitigate consequences in the event of a disaster.

## **CALIFORNIA TRANSIT SECURITY GRANT PROGRAMS**

OHS administers the CTSGP, which includes: the Intercity Passenger Rail/Commuter Rail Systems grant program; the California Transit Assistance Fund grant program; and, the Regional Public Waterborne Transit grant program.

As the administrator for these grant programs, OHS established the California Transit Security Grant Unit (TSGU). This unit is responsible for the development of program guidelines and an application kit to provide eligible applicants with the guidance, and the information and documents necessary to participate in the CTSGP, as well as hold public hearings on the guidelines and the allocation of funds.

To date, the TSGU has held three successful Proposition 1B workshops which helped facilitate collaboration among the various entities, and foster effective communication. During these workshops, TSGU staff clarified questions in relation to Proposition 1B.

### **INTERCITY PASSENGER RAIL/COMMUTER RAIL SYSTEMS**

Senate Bill 88 made \$15 million available for the Intercity Passenger Rail/Commuter Rail Systems. Eligible recipients are Caltrans Division of Rail, Capitol Corridor Joint Power Authority (CCJPA), San Joaquin Regional Rail Commission (SJRRRC)/Altamont Commuter Express (ACE), and Southern California Regional Rail Authority (SCRRA).

In keeping with the goals and objectives outlined in the NIPP, the California Homeland Security Strategy, and the statutory language of Proposition 1B and Senate Bill 88, OHS developed and disseminated, on December 13, 2007, draft program guidelines defining applicant eligibility, eligible funding activities, and application processes for the submission of investment justifications. A public hearing was held by OHS on December 14, 2007, at which public comment was received.

Through the incorporation of comments, and consistent with the qualifying investment provisions and requirements put forth through Proposition 1B, OHS issued the final program guidelines and application kit on February 5, 2008. Following dissemination of these materials, the Investment Justification submittal period began and concluded on February 19, 2008. On February 26, 2008, OHS provided the framework for, and facilitated, a peer review panel, consisting of representatives from California's four eligible transit agencies, to collectively review their investment justifications. The investment recommendations from the peer review panel were then forwarded to OHS, which resulted in final project selections on March 7, 2008.

These final recommendations reflect an emphasis on providing increased protection against a security or safety threat as well as increasing the capacity of transit operators to prepare transportation systems that can move people, goods, emergency personnel and equipment in the aftermath of a disaster. These projects will enhance the security and safety of California's entire rail system from San Diego to the Sacramento Valley.

The following projects from each transit agency received funding:

- Caltrans Division of Rail San Joaquin Corridor  
\$2,263,930: Onboard Passenger Information System (Phase 1); Passenger Information Display Signs (PIDS) Maintenance and Upgrade Project; Oakland Maintenance Facility Safety and Security Improvements, and; Forward Facing Cameras on Locomotives and Cab Cars.
- Caltrans Rail Capitol Projects South Branch (Pacific Surfliner Corridor)  
\$1,800,000: TV & Video Security for Station, Platform, Mechanical and Operational areas; Security System with Panic Alarm; Public Announcement and Emergency Notification Improvements; Security Enclosure for Equipment; Lighting Improvements for Platform and Parking Areas, and; Ticket Window Security Modification.
- Capitol Corridor Joint Power Authority  
\$1,900,000: Oakland Maintenance Facility Safety and Security Improvements; CCJPA Onboard Passenger Information System Pilot Program; Capitol Corridor Automated Ticket Validation Project, and; Passenger Information Display Signs Maintenance and Upgrade Project.
- Southern California Regional Rail Authority (Metrolink)  
\$9,036,070: Tunnel Intrusion Detection; Swing Gates and Fencing; Forward Facing Cameras on 38 Locomotives, and; Fiber Optic Backbone Communication Upgrades.

Proposition 1B Heavy Rail grantees successfully completed the Financial Management Forms Workbook (FMFW) and additional required documents by the deadline of March 21, 2008. In addition, the grantees uploaded the FMFW to the Office for Domestic Preparedness (ODP) Portal so the Program Representative can view, as well as monitor, each document.

The four participating agencies are currently working on Phase 1 of their project milestones. Caltrans Division of Rail - San Joaquin Corridor and Capitol Corridor Joint Power Authority have successfully completed their first milestone in selecting a vendor for their PIDS Maintenance and Upgrade Project. Additionally, Capitol Corridor Joint Power Authority has begun their Phase 1, which consists of a pilot program to evaluate the hardware and software.

#### CALIFORNIA TRANSIT ASSISTANCE FUND

In the FY 2007 budget, \$60 million was appropriated for enhancing safety and security at transit agencies. Senate Bill 88 directed the State Controller's Office to determine allocation of funds appropriated for the FY 07/08 California Transit Assistance Fund (CTAF). Of these funds, the Controller's Office shall allocate 50 percent using one specified statutory formula and the other



50 percent using a separate specified formula, subject to the provisions governing funds allocated under those sections. Funds allocated to the Metropolitan Transportation Commission pursuant to existing law (Public Utilities Code § 99313) shall be suballocated to transit operators within its jurisdiction, as specified.

On January 4, 2008, the State Controller's Office released the funding allocations. OHS developed and drafted the grant guidance on February 1, 2008, and subsequently, on February 20, 2008, a public hearing was held. Through the incorporation of comments, and consistent with the qualifying investment provisions and requirements put forth through Proposition 1B, OHS issued the final program guidelines and application kit on March 19, 2008.

There are fifty-two agencies and transit operators that are eligible to receive California Transit Assistance Funds through fiscal years 2007-08. These entities have been allocated funds from the appropriated \$60 million.

Entities receiving an allocation of funds shall expend those funds within three fiscal years of the fiscal year in which the funds were allocated. Funds allocated during the fiscal year which ends June 30, 2008, shall expend those funds no later than March 31, 2011. Funds remaining unexpended thereafter shall revert to OHS or OES, as applicable, for reallocation in subsequent fiscal years. The deadline for the Investment Justification was April 11, 2008, and the project selection was determined in May 2008.

The TSGU has successfully received 102 Investment Justifications, which amounts to \$48,638,806 of the Proposition 1B Transit funds. Some of the \$48,638,806 has been leveraged with additional State and Federal non-Prop 1B funding in the amount of \$53,849,823, for a total of \$102,488,629. The projects submitted for funding focus primarily on security enhancements, including, but not limited to: lighting, fencing, camera systems, and barriers. OHS TSGU staff has reviewed and approved the first round of the Investment Justifications for Propositions 1B Transit. On April 25, 2008, the TSGU prepared and sent out 80 Conditional Award letters for the first round of Prop 1B funding.

Upon conducting the investment justification review and determining that a proposed project meets the requirements, OHS will ensure that:

- A) On a quarterly basis, the Controller will be provided with a list of projects and the sponsoring agencies or transit operators eligible to receive an allocation from the account.
- (B) The list of projects submitted to the Controller for allocation for any one fiscal year shall be constrained by the total amount of funds appropriated by the Legislature for the purposes of this section for that fiscal year.
- (C) For a fiscal year in which the number of projects submitted for funding under this section exceeds available funds, OHS shall prioritize projects contained on the lists submitted pursuant to paragraph (1) so that (a) projects addressing the greatest risks to the public have the highest priority and (b) to the maximum extent possible, the list reflects a distribution of funding that is geographically balanced.

(D) Upon receipt of the information from OHS required by subdivision (d), the Controller's office shall commence any necessary actions to allocate funds to eligible agencies and transit operators sponsoring projects on the list of projects, but not exceeding agencies or transit operator's share of funds from the account pursuant to the formula contained in subdivision (a) of Section 8879.57.

These projects will enhance the security against a natural or man-made disaster for California State Transit Assistance agencies throughout the counties of California. In addition, the projects will increase the capacity of transit operators to develop disaster response transportation systems that can move people, goods, emergency personnel and equipment in the aftermath of a disaster impairing the mobility of goods, people, and equipment.

#### First Round Projects:

From California's eligible agencies we received 102 projects totaling \$49,149,784. The following summarizes the projects that were approved for funding.

<b>County of Santa Barbara</b> A. Interoperable Radio System	\$1,618.00
<b>South County Area Transit (SCAT)</b> A. Site Hardening	\$3,489.00
<b>City of Buellton</b> A. Interoperable Radio Systems	\$3,764.00
<b>City of San Luis Obispo (SLO Transit)</b> A. Site Hardening	\$4,461.00
<b>Mendocino Transit Authority</b> A. Ukiah Yard Automatic Gate = \$6,500 B. Ukiah Yard Security Cameras = \$20,000 C. Onboard Security Cameras = \$46,487 D. Ft. Bragg Yard Generator = \$7,500	\$80,487.00
<b>City of Needles</b> A. Needles Area Transit (NAT)	\$6,807.00
<b>City of Chowchilla</b> A. Closed-Circuit Television (CCTV)	\$7,889.00
<b>Easy Lift Transportation</b> A. Response and Preparedness	\$8,084.00
<b>City of Auburn – Auburn Transit</b> A. Surveillance System	\$9,041.00
<b>City of Taft</b> A. Interoperable Communications	\$9,727.00
<b>City of Tehachapi</b> A. Emergency Response Trailer	\$10,173.00
<b>Mono County Local Transportation Commission</b> A. Security Lighting	\$11,020.00
<b>Central Contra Costa Transit Authority</b> A. Facility Security Access Control = \$12,834 B. Facility Security Cameras = \$20,000 C. On-Board Security Cameras = \$84,085	\$116,919.00
<b>City of Fillmore</b> A. Transit Center Security Enhancement	\$15,000.00
<b>City of Solvang</b> A. Interoperable Radio System	\$15,363.00

<b>Tulare County Association of Governments</b> A. Digital Video Systems	\$15,706.00
<b>Inyo County Local Transportation Commission</b> A. Security Lighting	\$18,207.00
<b>County of El Dorado</b> A. Transit Station Security Improvements	\$22,742.00
<b>Glenn County Transportation Commission</b> A. Security Improvements	\$23,000.00
<b>San Luis Obispo Regional Transit Authority (RTA)</b> A. Site Hardening	\$23,846.00
<b>City of Folsom</b> A. Audiovisual surveillance	\$24,000.00
<b>Santa Cruz Metropolitan Transit District (METRO)</b> A. METRO Dispatch Console Upgrade	\$25,000.00
<b>Gold Coast Transit</b> A. O-board security camera system = \$26,893 B. O-board security camera system = \$33,972	\$60,865.00
<b>City of Fresno/Department of Transportation/FAX</b> A. Bus Stop Lighting = \$65,248 B. Video Surveillance Equipment = \$28,000 C. Video Surveillance Equipment = \$484,376	\$577,624.00
<b>City of Thousand Oaks (Thousand Oaks Transit)</b> A. Infrared security camera system	\$30,000.00
<b>Peninsula Corridor Joint Powers Board (JPB)</b> A. Replace Switches & Locks = \$36,230 B. Safety & Security Improvements = \$140,000 C. Closed Circuit TVs at CEMOF = \$162,687 D. Cameras-on-Trains = \$500,000 E. Disaster Relief Equipment = \$100,329 F. N & S Base Emergency Generator = \$1,106,406	\$2,045,652.00
<b>City of Delano</b> A. Security Cameras on Busses	\$41,735.00
<b>City of Madera</b> A. Mobile Digital Video Security System	\$43,810.00
<b>Barstow Area Transit</b> A. Security Enhancements	\$46,794.00
<b>City of Lompoc</b> A. On-Board Bus Security Systems	\$49,912.00
<b>City of Oxnard</b> A. Enhancement of security system	\$50,000.00
<b>City of Oxnard</b> A. Enhancement of security system	\$50,000.00
<b>City of South Lake Tahoe</b> A. Transit Station Security Improvements	\$52,048.00
<b>City of Tulare</b> A. Surveillance System	\$55,975.00
<b>Western Contra Costa Transit Authority</b> A. video security camera system	\$56,772.00
<b>Mountain Area RTA</b> A. Security Enhancements	\$57,948.00
<b>City of Culver City</b> A. Vehicle Locator/Video Camera Equip	\$66,090.00
<b>Morongo Basin Transit Authority</b> A. Security Enhancements	\$62,977.00
<b>City of Clovis (Clovis Transit)</b>	\$73,704.00

A. Clovis Transit Security Cameras	
<b>City of Gardena</b> A. Bus on-board surveillance cameras	\$76,732.00
<b>City of Simi Valley Transit</b> A. Web based security camera system	\$80,000.00
<b>Merced County Association of Governments</b> A. Video Surveillance	\$92,985.00
<b>Antelope Valley Transit Authority</b> A. Facility perimeter security project	\$95,786.00
<b>City of Moorpark Transit</b> A. Construction of barrier	\$100,000.00
<b>San Joaquin Regional Transit District</b> A. Transit Catastrophic Preparedness	\$108,882.00
<b>City of Elk Grove</b> A. Surveillance systems	\$111,856.00
<b>Resource Management Agency</b> A. Bus Security Enhancements	\$114,413.00
<b>City of Torrance – Torrance Transit System</b> A. Board Security Camera Enhancements	\$115,470.00
<b>El Dorado County Transportation Commission (EDCTC)</b> A. Bus Surveillance Systems	\$124,854.00
<b>Paratransit Inc.</b> A. Continuity Project	\$135,350.00
<b>Yuba-Sutter Transit Authority</b> A. Surveillance System Retrofit Project	\$138,440.00
<b>Kings County Area Public Transit Agency (KCAPTA)</b> A. New surveillance system	\$142,087.00
<b>Kern Regional Transit, County of Kern</b> A. Emergency Generators	\$145,142.00
<b>Redding Area Bus Authority (RABA)</b> A. Enhanced Security Measures	\$153,561.00
<b>City of Visalia</b> A. Lighting Equipment at Bus Stops	\$154,456.00
<b>Fresno County Rural Transit Agency</b> A. Surveillance Recording System	\$169,697.00
<b>Yolo County Transportation District</b> A. Surveillance systems	\$170,126.00
<b>Butte County Association of Governments</b> A. Security Cameras	\$181,978.00
<b>Santa Cruz Metropolitan Transit District (METRO)</b> A. METRO Facilities Video Surveillance	\$203,168.00
<b>Santa Cruz County Regional Transportation Commission</b> A. METRO Facilities Video Surveillance	\$212,337.00
<b>San Luis Obispo Council of Governments</b> A. Site Hardening	\$212,691.00
<b>Santa Barbara Metropolitan Transit District</b> A. Security Cameras	\$240,351.00
<b>Victor Valley Transit Authority</b> A. Security enhancements	\$255,111.00
<b>Santa Monica Big Blue Bus</b> A. Facility Security Improvements	\$267,091.00
<b>Ventura County Transportation Commission</b> A. Grade Crossing Monitors	\$350,711.00
<b>Long Beach Public Transportation Company</b> A. Emergency Generators	\$371,111.00

<b>Golden Empire Transit District</b> A. GET security program	\$381,000.00
<b>Santa Clara Valley Transportation Authority (VTA)</b> A. Emergency Security Telephones = \$550,000 B. High Security Fence = \$1,644,748 C. Intrusion Detection Systems = \$1,095,200	\$3,289,948.00
<b>Golden Gate Bridge Highway Transportation District (GGBH&amp;TD)</b> A. Communication Information System	\$802,488.00
<b>San Diego Metropolitan Transit System</b> A. Bus On-board "Smart" CCTV	\$835,606.00
<b>Alameda-Contra Costa Transit District (AC Transit)</b> A. High Speed Fabric Doors = \$900,000 B. Mobile Command Post Vehicle = \$1,248,388	\$2,148,388.00
<b>Omnitrans</b> A. Safety and Security Upgrades	\$1,318,312.00
<b>Sacramento Regional Transit District</b> A. Surveillance and Interoperable Communication	\$1,558,699.00
<b>San Francisco Municipal Transportation Agency</b> A. Site Hardening = \$1,820,000 B. Security Fiber Network = \$3,156,567 C. Mobile Message Boards = \$80,000 D. Bullet Resistant Vests = \$70,000 E. Command Bus = \$1,250,000 F. 2 Mobile Command Vans = \$360,000 G. Security on drawbridges = \$334,000	\$7,070,567.00
<b>San Diego Metropolitan Transit System</b> A. LRV Station Low Light CCTV =	\$1,864,394.00
<b>San Francisco Bay Area Rapid Transit District</b> A. Critical Infrastructure Barriers =	\$5,374,704.00
<b>Los Angeles County Metropolitan Transportation Authority</b> A. Metro Rail Gating (RESUBMIT)	\$16,103,043.00
<b>GRAND TOTAL</b>	<b>\$ 49,149,784.00</b>

### Second Round Projects:

On April 10, 2008, The TSGU sent a Grant Management Memorandum (GMM) to the Transit grantees to offer a second round of Investment Justifications. From California's eligible agencies we received 45 projects totaling \$8,421,389. By May 13, OHS had reviewed and approved all of the submitted project proposals and sent out award letters to the grantees. The following summarizes the projects that were approved for funding.

<b>Napa County Transportation</b> A. Security system	\$7,100.00
<b>City of Fairfield</b> A. Transit Facilities Security Cameras	\$12,078.00
<b>City of Santa Rosa</b> A. Portable Transit Surveillance System	\$25,113.00
<b>Sonoma County Transit</b> A. Video Surveillance Equipment	\$31,815.00
<b>Amador County Transportation Commission (ACTC)</b> A. Sutter Hill Transit Center	\$33,136.00

<b>Livermore Valley Transit Authority</b> A. LCD display for EOC	\$26,768.00
<b>Del Norte Local Transportation Commission</b> A. Interop Radio Communications	\$23,546.00
<b>City of Arvin</b> A. Emergency surveillance system	\$86,153.00
<b>Lake Transit Authority</b> A. Interoperable Radio Communications	\$54,674.00
<b>Foothill Transit System</b> A. System Security Improvements	\$327,193.00
<b>Monterey-Salinas Transit (MST)</b> A. Facilities System Security	\$402,362.00
<b>County of Nevada Transit Services</b> A. Communications Equipment	\$30,000.00
<b>Orange County Transportation Authority</b> A. Card Key ID Access System = \$754,000.00 B. Video Surveillance System = \$802,124.00 C. Bus Video Surveillance System = \$732,900.00 D. Rail Grade Crossing Monitors = \$273,100.00 E. Rail Right-of Way-Security Fencing = \$818,450.00 F. Video Surveillance System at Irvine Station = \$140,000.00	\$3,520,574.00
<b>City of Lincoln</b> A. Station Security	\$24,047.00
<b>City of Rocklin</b> A. Bus Stop Safety and Security Improvements	\$33,071.00
<b>City of Lodi</b> Security Access Improvements	\$53,731.00
<b>City of Banning/Pass Transit</b> A. New surveillance system	\$1,182.00
<b>Riverside Transit Agency</b> A. Exterior Side Cameras on Buses = \$60,000.00 B. Emergency Supplies, Equipment and Storage Pods = \$20,386.00 C. Monitoring System for Riverside and Hemet Facilities = \$200,000.00 D. Construction of Security Walls = \$525,000.00 E. Security Gates at Vehicle Entrance Points = \$50,000.00	\$855,386.00
<b>Riverside county Transportation commission</b> A. Rail Station Surveillance and Security Upgrade	\$347,852.00
<b>City of Riverside</b> Parking Lot Security Enhancements	\$150,000.00
<b>Palo Verde Valley Transit Agency</b> A. Transit Agency Property Security	\$25,178.00
<b>SunLine Transit Agency</b> A. Safety and Security Enhancement Project	\$402,151.00
<b>North County Transit District</b> A. Rail Line Sealed Corridor Concept	\$860,494.00
<b>City of Tracy</b> A. Security Cameras	\$50,000.00
<b>City of Escalon</b> A. New surveillance system and Security Improvements	\$15,000.00
<b>City of Ripon</b> A. Fencing and Security Camera	\$15,000.00

<b>San Joaquin Regional Transit District</b> A. Security Enhancement	\$355,882.00
<b>City of Manteca</b> A. Bus Stop Security	\$50,000.00
<b>City of Santa Maria (Santa Maria Area Transit: SMAT)</b> A. Surveillance and Security System for Transit Property	\$103,270.00
<b>City of Modesto</b> A. Video Cameras = \$25,606.00 B. Video Cameras = \$48,426.00 C. Security Cameras Bus Yard and Cash Fare Collection Facilities = \$100,000.00 D. Security Cameras in Downtown Transportation Center = \$175,000.00	\$349,032.00
<b>Tehama County Transportation Commission</b> A. Transit Security and Communications	\$49,385.00
<b>City of Turlock</b> A. Physical Security Enhancement Equipment	\$90,000.00
<b>City of Guadalupe</b> A. Surveillance System	\$10,216.00
<b>GRAND TOTAL</b>	<b>\$8,421,389.00</b>

## REGIONAL PUBLIC WATERBORNE TRANSIT

In the FY 2007 budget, \$25 million has been appropriated to develop robust regional water emergency transit systems. Senate Bill 976 (Torlakson, Chapter 734, Statutes of 2007) created the San Francisco Bay Area Water Emergency Transportation Authority (WETA), which has authority and control over all public transportation ferries in the Bay Area region, except those owned and operated by the Golden Gate Bridge District.

Under Senate Bill 976, membership of the Board consists of three gubernatorial appointments and one appointment each by the Senate President Pro Tempore and the Speaker of the House. On March 20, 2008, Governor Schwarzenegger announced the appointments of three of the five members for the WETA board, to include the Chair and Vice-Chair.

WETA convened its first board meeting on March 31, 2008, at which the board chairs, staff and representatives from OHS met to collaborate and share information. As OHS moves forward with the Prop 1B Waterborne grant program, it is essential that there remains close cooperation and coordination with WETA to ensure a successful fiscal year.

OHS released draft guidance on April 4, 2008. Following release of the draft guidance, OHS held a public hearing on April 15, 2008, in San Francisco. On April 22, 2008, upon incorporation of comments and a completed review, the TSGU released the final guidance, along with a summary of the questions and answers raised during the public hearing.

On May, 1, 2008, the WETA Executive staff presented a project list to the WETA Board for approval. The WETA board approved projects and sent them to OHS for review. On May 8, 2008, the TSGU staff met with WETA to review the proposed investments and ensure the projects aligned with California's homeland security and emergency preparedness strategies. As a result of this collaboration, the following projects will be funded:

WETA Projects:

<b>1. Preliminary Investigation/Environmental Review</b> Redwood City, Richmond, Antioch and Martinez	\$2,000,000
<b>2. Final Design</b> Berkley and Hercules Terminals	\$3,000,000
<b>3. Terminal and Vessel Construction</b> South San Francisco	\$10,000,000
<b>4. Maintenance Barge and Emergency Floats</b>	\$5,000,000
<b>5. Maintenance Facility</b> Vallejo	\$5,000,000
<b>TOTAL</b>	<b>\$25,000,000</b>

**ACCOUNTABILITY**

In accordance with the Governor's Executive Order S-02-07, OHS provided for accountability of the expenditure of the Proposition 1B funds, including:

1. Front-End Accountability

Issued grant guidelines, held hearings to receive public comment, convened Peer Review Panels comprised of eligible recipient agencies to review project applications and make recommendations on fund allocations, and, developed grant eligibility criteria.

2. In-Progress Accountability

Established the California Transit Security Grant Program Unit (TSGU) to track expenditures, to ensure that infrastructure projects are staying within the scope and cost, and to initiate an on-site monitoring program for each grantee. Within each respective grant program, participating eligible entities are working together to ensure a comprehensive security environment is created.

3. Follow-Up Accountability

Established procedures for tracking and monitoring the progress of each grant by:

- maintaining regular contact with the grantees;
- providing written materials defining how bond funds should be used;
- providing workshops to reinforce guidelines; and,
- conducting on-site monitoring during the grant performance period.